



SUPPLEMENTARY REGULATIONS

AAM MALAYSIAN KARTING CHAMPIONSHIP 2009

1. **Organiser** Kelab Kart Selangor & Wilayah Persekutuan
2. **Name of Event** AAM Malaysian Karting Championship 2009
3. **Type of Event** Mass start circuit races for karts. This championship is for the following classes only:
Formula Cadet, Formula Junior and Formula 125.
4. **Track** See Additional Supplementary Regulations
5. **Status** National with Zone participation
6. **Permit No:** T.B.A.
7. **Jurisdiction**
Held under the National Competition Rules of AAM, incorporating the International Karting Regulations of the CIK/FIA and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral shall have the same force as these regulations subject to the provisions of NCR B 5.4.
8. **Dates:**

Round 1	18 th January	Entries close: 9 th January
Round 2	08 th March	Entries close: 22 nd February
Round 3	07 th June	Entries close: 29 th May
Round 4	04 th October	Entries close: 25 th September

Note: All rounds count towards the Championship and the Malaysian Champion will be determined from the results from all rounds.
9. **Officials of the Meeting**

Secretary of the Meeting	Mohd Kasim Hj Abdul
Clerk of the Course	See ASRs
Chief Scrutineer	See ASRs
Chief Paddock & Grid Marshal	See ASRs
Chief Course Marshal	See ASRs
Chief Lap Scorer	See ASRs
Chief Timekeeper	See ASRs
AAM Stewards	See ASRs
Club Steward	See ASRs
10. **Entries:**
 - (a) Opening and Closing Dates
All entries open 30 days before each round and close 7 days before the event.
 - (b) Entry Fees

Fees per entry per round	RM 250.00
Loan of Transponder	RM 50.00. (No charge if you have your own transponder)
 - (c) Conditions for acceptance or refusal of Entries
 1. Competitors who change classes once they have put in an entry for the series cannot accumulate points from the previous class. Points scored in one class cannot be transferred to another class.
 2. All entries received will be considered by the Organiser having regard to the suitability of the kart and driver. The Organiser may refuse to accept an entry without assigning a reason and their decision is final in such respect. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.
 3. All competitors who have competed in three or less events shall carry a red band approximately 4 cm wide on the lower portion of the rear number plate of the kart.

All cheques/ M.Os./ Bank Drafts, etc. must be crossed and made payable to:

KELAB KART SELANGOR & WILAYAH PERSEKUTUAN

Please do not send cash in the mail
 - (d) Address of Entries
Completed entry forms together with the appropriate fees should be sent to:-

The Secretary of Meeting,
AAM Malaysian Karting Championship 2009
P.O. Box 6505 Kg. Tunku
47500 Petaling Jaya
Selangor, Malaysia
11. **Insurance**
All Drivers will only be covered for Public Liability risks only by insurance arranged by the Organiser

12. **Awards**

12.1 At the end of each round the lowest point scorer in the final in each class will receive a Trophy. Trophies will be awarded to 3rd place in each class unless there are less than 6 entries, when only one trophy will be awarded.

12.2 **Malaysian Karting Championship**

Drivers in each class will be awarded points for their finishing position in the finals in each round as follows:

Finishing Position	Points
1	20
2	15
3	12
4	10
5	9
6	8
7	7
8	6
9	5
10	4
11	3
12	2
13	1

The series champion in each class will be determined from the total points scored in all the rounds. All completed rounds will count for the Championship.

At the end of the series, the driver with the highest points score in each class for the series will be awarded a Challenge Trophy and will receive a replica for his/her retention. Second and Third place scorers will receive trophies.

13. **Driver's Briefing**

Any driver who is not present at the Driver's Briefing will not be allowed to compete. The onus is on the driver to be present at the time and place stated. Drivers will be informed of the place for Drivers Briefing during Signing-in.

14. **Classification of Karts:**

All karts shall comply with the following specifications:

AAM Malaysian Karting Championship

A. **Formula Cadet**

1. **Chassis**

Shall conform to the C.I.K. Technical Regulations except where stated below:

The following are banned: Parts made from Kevlar, carbon fibre (other than seats), magnesium, and titanium.

1.1 Wheelbase: Maximum 1010 mm

1.2 Transmission

Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.

1.3 Rear Axle

Solid or hollow, magnetic and parallel with a maximum diameter of 40 m.m.

1.4 Brakes

Mechanical or hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.

1.5 Wheels and Tyres

Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres:	Dry:	Deli	Front:	10.00 x 4.00 - 5
			Rear:	11.00 x 5.00 - 5
	Wet:	Deli	Front:	10.00 x 4.00 - 5
			Rear:	11.00 x 5.00 - 5

2. **Engine**

2.1

Comer K60 or W60 equipped with recoil starter, ignition, centrifugal clutch, carburettor, air filter and exhaust silencer. The engine must run in "out of the box" condition and no addition of, or other change of material is permitted, up to and including cleaning with emery paper or sand blasting. No other modifications or tuning of whatever purpose are allowed. The only replacement parts which will be allowed are those supplied by and listed on the manufacturer's parts list (except for spark plug and plug cap).

An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident. All specifications must comply with the Comer K60 and W60 Specification Sheet.

Maximum engine capacity shall be 61 c.c.

2.2

The following minor modifications are permitted:

(a) A 12 m.m. maximum OD rounded flat washer may be fixed onto the carburettor adjusting screw slot to facilitate fine adjustments under load. Alternatively a Tillotson T-bar adjusting screw may be used. A short flexible extension may be fitted to the choke lever in order to ease adjustment. No other additions and/or carburettor alterations are allowed.

(b) The use of a wet box to protect the carburettor is optional in any weather conditions.

- (c) Engine ignition timing is free and when it is set and locked the timing cannot be varied by the driver when the kart is in motion. Increasing the adjustment of the timing slots on the plate is prohibited.
- 2.3 Carburettor shall be Tillotson HL 166 with a maximum venturi diameter of 16 m.m. Choke must not be removed. An extension may be fixed on the choke lever to facilitate its operation.
- 2.4 What you are NOT permitted to do.
 - (a) Paint the cylinder or crankcase with heat dispersal paint.
 - (b) Alter any part of the crankshaft assembly.
 - (c) Change or alter the small end bearing or gudgeon pin.
 - (d) Change or alter the type of main bearing.
 - (e) Change or alter the type of piston, with all head measurements being taken in the cold condition as race finished.
 - (f) Machine the surface of the plug hole.
 - (g) Alter the original clutch, or clutch drum and sprocket, or the clutch bearing sleeve.
 - (h) Change or alter any component of electronic ignition, specifically the coil and spark box.
 - (i) Alter the flywheel and fan.
 - (j) Remove any component from the starter and fan cover.
 - (k) Dimensionally alter the engine cover.
 - (l) Alter any part of the carburettor, the sole exceptions being to replace the needle and valve seat and pump diaphragms with listed spare parts.
- 3. Weight
Minimum 95 kg. including the driver
- 4. Age
8th birthday to 31st December of the year of 12th birthday.
- 5. Number Plate
White with black numbers
- 6. Licence
Minimum of AAM Novice grade Licence.
- 7. General
The practice of lifting karts on the grid or start line while the engine is running is prohibited.

B. Formula Junior

- 1. Chassis
Shall conform to the C.I.K. Technical Regulations except where stated below:
The following are banned: Parts made from Kevlar, carbon fibre (other than seats).
 - 1.1 Transmission
Drive must be direct by means of a single length of chain from the engine sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket.
 - 1.2 Rear Axle
Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.
 - 1.3 Sprockets
Free
 - 1.4 Brakes
Hydraulic operation on the rear wheels only using a single disc. The brake linkage must be duplicated.
 - 1.5 Wheels and Tyres
Wheels may be mono or two piece. Hubs may be separate or integral.

Tyres:	Dry:	Deli	Front:	4.50 x 10 - 5
			Rear:	7.10 x 11 - 5
	Wet:	Deli	Front:	4.00 x 10 - 5
			Rear:	6.00 x 11 - 5

Tyres must be bought from the KKS and will be marked to identify the source. No other tyres from other sources will be accepted.
- 2. Engine
Yamaha KT 100 S
All engines to be factory stock. All engine specifications must comply with the following Yamaha KT 100S Homologation Documents and in particular: FIA 92/119, 119E/92, 92/514, 86/116GR, 91/e05
Engine may use on-board or external starter. No direct drive permitted.
 - (a) Displacement
97.6 cm³, Bore: 52.00 mm, Stroke: 46 mm.
 - (b) Cylinder
No modifications or grinding is permitted.
 - (c) Cylinder Head
Must be of original engine manufacturer and marked with the word YAMAHA & conform to drawings supplied by manufacturer.
 - (d) Crankcase, Crankshaft and Con-Rod
Must be of original engine manufacturer and conform to drawings supplied by the manufacturer.
 - (e) Carburettor
Walbro Model WB3A as supplied with engine, NO modifications allowed.
 - (f) Muffler & Header Pipe
Must be as supplied with engine as per homologation. NO modifications allowed.
 - (g) Ignition
As supplied with engine.
 - (h) Piston
Piston max size 52.75 mm & must be a genuine Yamaha piston, supplied by Yamaha.

- (i) Clutch
Open. Maximum engagement speed: 6,000 r.p.m.
- (j) Electrical Equipment
Must be as supplied with engine.
- 3. Weight
Minimum 135 kg. including the driver
- 4. Age
12th birthday till 31st December of year of 16th birthday.
- 5. Number Plate
Green with white numbers
- 6. Licence
Minimum of AAM Novice grade Licence.
- 7. General
The practice of lifting karts on the grid or start line while the engine is running is prohibited.

C. **Formula 125 Open**

- 1. Chassis
Shall conform to the C.I.K. Technical Regulations except where stated below:
The following are banned: Parts made from Kevlar, carbon fibre (other than seats).
 - 1.1 Transmission
Drive must be direct by means of a single length of chain from the clutch sprocket to the rear axle sprocket. All methods of chain oiling or greasing while the kart is in motion are forbidden. A chain guard is compulsory and must cover the top of the engine sprocket, the chain and the axle sprocket up to the centre line of the rear axle. There must be sufficient side protection to prevent a finger from being caught between the chain and the engine sprocket. Clutch is free but oil clutches are not permitted.
 - 1.2 Rear Axle
Solid or hollow, magnetic and parallel with a maximum diameter of 50 m.m.
 - 1.3 Sprockets
Free
 - 1.4 Brakes
Hydraulic only and operating on only the rear axle.
 - 1.5 Wheels and Tyres
Wheels may be mono or two piece. Hubs may be separate or integral.
Tyres: Deli

Dry:	Front:	4.50 x 10 - 5
	Rear:	7.10 x 11 - 5
Wet:	Front:	4.00 x 10 - 5
	Rear:	6.00 x 11 - 5
- 2. Engine
 - 2.1 Maximum capacity
Maximum capacity of 125 c.c. two stroke single cylinder with reed valve intake, water cooling and electric start. All components of the electric start system must be operating and no components may be removed.
 - 2.2 Modifications
Modifications are permitted as long as the original bore and stroke remain within tolerances. Carburettors must be original make and model.
 - 2.3 Ignition kill switch
An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.
 - 2.4 Engine management systems
Engine management systems are prohibited.
 - 2.5 Engines homologated
No engines homologated for the KF classes are permitted to be used.
Specifically, the following engines are banned:
Dino M17, Parilla Reedster KF, VKR K125, XTR X1, PCR Windfire, Comer 366 TAG 125, LKE R8, Vortex RAV, TM Racing MF1, Maxter MX TAG.
- 3. Weight
Minimum 160 kg. including the driver
- 4. Age
At least 15 on the 1st of January of the competing year.
- 5. Number Plate
Black with white numbers
- 6. Licence
Minimum of AAM National grade Licence

15. **Telemetry**

The use of all systems of telemetry is forbidden.

16. **Race Numbers**

Number plates shall be of plastic and rounded corners with 22 cm. sides. Numbers shall be at least 15 cm. high and 2 cm. wide. The number plates must be fitted to the front and rear and must carry **NO** advertising except that assigned by the Organiser. Number plates that are part of the bodywork must be rimmed by a 10 m.m. black line.

17. **Prize Giving**

The Prize Giving ceremony will be held after the end of the final race of each round. All competitors must collect their prizes in person

18. **Fuel**

- 18.1 Solely a mixture of commercial fuel and oil on sale commercially.
By commercial fuel it is meant a motor fuel produced by an oil company and currently distributed at roadside refilling stations throughout the country, on sale commercially and including no other additives. Any infringement of this rule will entail disqualification from the event. The Organisers may specify in the Additional Supplementary Regulations a particular fuel station to purchase all fuel and fuel testing may be conducted using fuel from that station as the base.

18.2 Test procedure

- (a) Digatron DT- 47FT Fuel Meter Test
- (i) The Digatron meter is set to -75 in Cyclohexane (C₆H₁₂).

- (ii) Test is conducted by immersing the test probe into a sample removed from the competitor's fuel tank.
 - (iii) The result of the test should be zero or a – ve number. Any fuel tested showing any number above 0, (meaning a positive number) will be considered illegal.
- (b) Ceric Nitrate Reagent Testing
- (i) A fuel sample is taken and ceric nitrate reagent added and the mixture inverted a few times.
 - (ii) If the reagent after settling down changes to orange or red, the fuel sample contains alcohol and is considered illegal.

Any competitor found to using illegal fuel using either of the above tests will be disqualified from the event and his/her results deleted from the records and no championship points will be awarded.

19. Scrutineering

19.1 The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a driver to comply with their request. Drivers electing not to do so will be excluded from the competition.

19.2 A Sealing Nut with a 3 m.m. hole drilled through it is to be fitted on the cylinder head to allow fitting of an engine seal.

- (a) Engines with integral cylinder head and head studs.
One Sealing Nut and a 3 m.m. hole drilled in a cylinder head fin to allow fitting of a seal.
- (b) Engines with head studs independent of cylinder studs.
One Sealing Nut and a 3 m.m. hole drilled in a cylinder head fin to allow fitting of a seal. One cylinder to crankcase nut to be also replaced with a nut with a 3 m.m. hole to allow sealing.
- (c) Water cooled engines.
Two head studs to be replaced by Sealing Nuts.

If the seal is broken or lost during a race, the Scrutineers are to be immediately informed and fresh seals applied. Any seal that is broken or missing before or after Practice, Time Trials or a race will entail immediate exclusion from the meeting. No equipment may be exchanged between competitors and offenders will be excluded from the meeting.

19.3 Protective clothing must be CIK approved and must be produced at the time of scrutineering.

- * A helmet with an efficient and unbreakable protection for the eyes. For all classes, helmets must comply with the following prescriptions:
 - Snell Foundation K98, SA2000, K2005 and SA2005 (USA),
 - British Standards Institution A-type and A/FR-type BS6658-85, including any amendments (Great Britain),
 - SFI Foundation Inc., Spec. SFI 31.1A and 31.2A (USA).
 - Snell-FIA CMH, for Drivers under 15 years old

The weight of helmets may be checked at any time during an event and must not be more than 1,800 g or 1,550 g for Juniors / Cadets. It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.
- * A pair of gloves covering the hands completely.
- * Fabric overalls must have a "Level 2" homologation granted by the CIK-FIA bearing in a visible way the CIK/FIA homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.
- * Leather overalls complying with the standards defined by the FIM are authorised.
- * Boots must cover and protect the ankles.

19.4 **Every driver will be allowed to scrutineer a maximum of 2 engines and 1 chassis, 3 front and 3 rear slicks; and 3 front and 3 rear wet tyres.** Only these tyres will be permitted to be used throughout the whole meeting. Bodywork in compliance with CIK Art 34 is mandatory. There will be no noise tests and drivers will not be required to comply with this Rule. Changing of chassis, engine and engine/chassis unit is forbidden between the start and finish of any race. Any karts involved in an accident at any time must be presented to the Scrutineers for rescrutineering before returning to the circuit. The Scrutineers reserve the right to impound any kart for rescrutineering after a race to verify compliance with the regulations.

Note:

It is the onus of responsibility of the Entrant / Driver to show documentary proof of compliance when requested. This is with particular regard to engines. Failure to present valid documentary proof will entail rejection of an entry or disqualification.

20. Weighing

All karts and drivers will be weighed during Scrutineering and after Time Trials, all Heats, and the Final. Karts that do not cross the Finish Line at the end of a race may not be required to be weighed.

- Only Scrutineers and Officials are permitted in the weighing area. No mechanics are permitted anywhere near their karts until after weighing.
- No solid, liquid or gaseous matter or substance is permitted to be added or given to a kart or driver from the time of the dropping of the chequered flag and the weighing of the kart and driver.
- No kart or driver is permitted to leave the weighing area without the authorisation of the Chief Scrutineer.
- Any infringement of these provisions relating to the weighing procedures may entail the exclusion of the driver and kart concerned.

21. Grid Position

Grid positions for the first heat in each class will be by Timed Practice. All karts in a class will be allowed out together for a 10 minute Timed Practice, during which time every lap will be timed. The fastest lap time for the kart during the session will determine the grid position. Grid position in the subsequent Heats will be by the finishing position in the previous Heat. The grid position for the Final in each class will be determined from the total points scored in the heats with the lowest points scorer in grid number one. The starting order shall be 2-2-2.

22. **Race Procedure, Point Scoring and Determination of Winners**
- 22.1 Race Procedure
- (a) Each round will consist of non-qualifying practice, qualifying practice, heats (to qualify for pre-final and final, if necessary), pre-final and final.
 - (b) Heats to qualify for pre-finals: Two heats each of a minimum distance of 10 km or 15 minutes duration
 - (c) Pre-Final: Minimum distance of 15km or 15 minutes duration.
 - (d) Final: Minimum distance of 20km or 20 minutes duration.
- 22.2 The Overall winner in each class will be determined from 2 heats and a Final. Points will be awarded for finishing positions in the heats thus: 1st – 0 points, 2nd – 2 points, 3rd – 3 points and so forth. The overall winner for the day will be the winner of the final race of each class. For the purpose of points scoring in the heats, any driver that does not complete a heat will be credited with the number of laps he actually completed and his position will be determined after all race finishers have been placed. If a driver does not compete in a Heat for whatever reason, he will be credited with the same number of points plus two of the number of entrants in the heat.
23. **Start Procedure**
- 23.1 All starts will be rolling type. The grid shall be made up of two lines of karts.
- 23.2 Karts in a race will be released from the Parc Ferme area and will be pushed or trollyed to the starting grid where they will be positioned in the proper grid positions.
- 23.3 The Parc Ferme exit to the track will be closed to all drivers 3 minutes before the start of the race. Any driver still remaining at the Parc Ferme area will then only be allowed to join at the **back of the Grid** during the rolling lap.
- 23.4 The approach to the warming up lap would be announced by signal boards showing 3, 1 minute and 30 seconds before the start. At the 3 minute board everyone is to vacate the Grid area except drivers, officials and 1 mechanic per kart. **No external starters are permitted to be used on the starting grid except for Formula Junior.**
- 23.5 When the 30 seconds are up, a **Green** flag shall be waved by the Starter signaling the start of the rolling lap. Drivers are to complete at least one warming up lap followed immediately by a Formation lap (i.e. total of TWO laps). In both laps, Drivers must **remain in their starting grid order** with the competitor starting from **Pole** position playing the role as leader of the formation in both laps. Any attempt to jump the start or delay it and any karts leaving the lane before the lights are switched off a penalty of 10 seconds added to the total race time for that competitor for that race. If there are repeated false starts caused by karts moving out of formation or jumping the start, the Clerk of Course may stop the starting procedure with a Red Flag and/or lights and with the consent of the Stewards of the Meet inflict a 10 second penalty on the offending drivers before restarting.
- 23.6 Any competitor who is not able to start the Warm Up lap must raise his arm. After all the other karts have left the grid, the kart is to be moved to the pit lane and remain there until the race has been started. He may then rejoin the race from the pit lane after the start signal has been given.
- 23.7 Should a driver stop for any reason during the Warm Up or Formation lap, he may not attempt to re-start until he has been passed by the entire field. He may then re-join at the back of the Formation and must NOT try to regain his Grid position. If the kart cannot be started, then it must be removed from the track to a place of safety. Similarly, should a driver without stopping fall behind the entire field he must remain at the rear for the Start and must NOT attempt to regain his position.
- The start of the race will be given by switching off the RED signal lights. Two 2-metre wide lanes bordered by white lines will be painted over approximately 110 metres leading to the Start Line. At the end of the Formation Lap, Drivers will proceed forward at a reduced speed or, if the circuit is equipped with a speed control system, at a speed of 15 kph minimum to 25 kph maximum towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. Any kart crossing any of the white lines during the Formation lap before the race is started will be penalized 10 seconds. When the karts approach, the red lights will be on. No kart may accelerate before the red lights have been switched off. Karts must maintain their position until the start signal is given. If the formation is not to the satisfaction of the Starter he may switch on the flashing Amber light indicating that the formation is to continue on one more lap and the start will now be the switching off of all the lights.
- 23.8 In the case of rain, the Clerk of the Course may declare a WET RACE. The choice of tyres will be left to the drivers. However the Clerk of the Course reserves the right to use the black flag if he deems that a driver's kart is fitted with the wrong set of tyres and that the driver is too slow or a danger to other drivers (CIK General Prescriptions Art.2.14)
- 23.9 Jump Start:
- (i) A **“Jump Start”** will be deemed to have occurred when a driver is ahead of his prescribed grid position at the start of the race or the crossing of the white line that demarcates the start lanes before the switching off of the RED lights. .
 - (ii) The penalty will be **10 seconds**, which will be added to the total race time of the driver concerned.
- 23.8 Each race will be limited to the maximum number of karts permitted for the track.
24. **Restarting during the race**
- Once a kart is on the circuit, whether in practice or during the race, **no** outside assistance is permitted. An Official of the meet may assist a driver to move a stalled kart out of a dangerous position but will not assist to restart. Drivers receiving assistance from any Pit Crew on the circuit during the race will be disqualified from that race and will incur a maximum point penalty.
25. **Crew Conduct**
- The onus of responsibility for the conduct of crew will at all times be on the Entrant. Any misbehaviour on the part of the crew will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crew are permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the rolling lap has commenced, all crew must return to the Pits or Paddock. Smoking in the Pits is forbidden. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.

THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY DRIVER AND CREW FOUND GUILTY OF SUCH AN OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK.

26. **Stopping the Race**

Should it be deemed necessary to stop the race due to an accident and on grounds of safety or any other reason, the Red Flag shall be shown by the Clerk of Course at the Start Line and all other Flag Marshalls shall show a Red Flag to indicate the race has been stopped. All drivers will immediately stop racing and continue to the Start Line, being prepared to stop at any point as requested by an Official. The result of stopping the race is as follows:

- (a) Should 75% of the race be completed, it shall be deemed a race and the result be the finishing order at the end of the lap preceding the stopping.
- (b) Should less than 2 laps have been completed, the race shall be re-run in full and the 1st start be null and void.
- (c) Should more than 2 laps but less than 75% of the race been completed, the race will be restarted with the race distance being the original race distance less the laps completed by the race leader before the signal was given to stop was given.

NOTE:

- (a) For Heats, all original drivers will be entitled to take part in the re-start.
- (b) For Finals, only those drivers who crossed the Finishing Line on the lap prior to the stopping may take part in the re-start.
- (c) Only those drivers who took part in the original start will be eligible for the re-start and then only if they were still running when the race was stopped or if they had gone into the pits before the stop under their own power.
- (d) The grid for the re-started race will be arranged in the race order at the end of the lap, one lap prior to that during which the signal to stop was given.
- (e) Refuelling and repairs will be allowed to be carried out in the interval before the re-start.

The re-start shall take place at least 15 minutes after the stopping of the race.

27. **Finish**

The Chequered Flag will be dropped as the winner crosses the Finish Line and will be held stationery until the last driver completes the lap he is on. To be classified as a Finisher, a kart must cross the Finish Line under its own power with the driver seated in the normal driving position, not more than one minute after the fall of the Chequered Flag, and must have covered not less than half the race distance.

28. **Protests**

Any protest must be made in accordance with the NCR G5 and shall be addressed to the Clerk of the Course for immediate transmission to the Club Steward.

Protest Fee	RM 250.00
Protest Against Eligibility	RM 250.00 plus RM 250.00 deposit for dismantling
Appeal Fee	RM 2,500.00 plus deposit of RM 250.00 for dismantling

All fees shall be in cash (Ringgit Malaysia)

29. **Posting of Results**

Results of each race will be announced over the public address system as soon as possible after such race and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.

30. **Postponement**

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.

31. **Advertising**

Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

32. **Competition Licence**

- (a) All drivers must be in possession of a valid Novice, National or International Karting Licence issued by the A.A.M. for the year.
- (b) Overseas competitors must be in possession of a valid Karting Licence issued by their A.S.N. for the year together with a release letter or the entry form endorsed by the A.S.N.

NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.

33. **Flag Signals**

The following signals will be used:

Green Light	Start of race or practice
Blue Flag	Stationary - you are being followed closely Waved - a driver wishes to overtake, let him pass.
Yellow Flag	Danger, slow down, it is forbidden to overtake. If waved - extreme danger, be prepared to stop.
Black Flag with Orange Disc and Number	Stop for a technical defect. The driver may continue after repairs.
White Flag	Slow moving vehicle on the track.
Yellow Flag with Red Stripes	Deterioration of adhesion (eg.oil, water).
Green Flag	All clear.
Black Triangle & White Triangle Flag with Number	Last warning before exclusion following unsporting behaviour.

Black Flag with Number

Driver to immediately go to Pits and report to the Clerk of the Course, who may or may not permit him to rejoin the race.

Red Flag

All drivers will immediately stop racing and continue towards the Start Line, being prepared to stop at any point as requested by an Official.

34. **Programme of the Meeting:**

0730 - 0830

Registration and Scrutineering

0845

Free Practice starts

Detailed Programme will be issued at time of Scrutineering.

35. **Reservation of Rights**

The Organiser reserves the right to amalgamate classes or cancel the races for any class in any round if there are less than 6 entrants in that class

Date Issued: 1st January 2009